

## MICHMICHIGAN AERONAUTICS COMMISSION

Minutes of Meeting

Lansing, Michigan

July 27, 2005

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Pursuant to Section 31 of Act 327 of the Public Acts of 1945, the Commissioners of the Michigan Aeronautics Commission (MAC), created by said act, met in the Aeronautics Auditorium, 2700 E. Airport Service Drive, Lansing, Michigan, on Wednesday, July 27, 2005, commencing at the hour of approximately 10:00 a.m.

### Members Present

Sidney Adams, Jr., Chairman  
Terry Everman, Vice Chairman  
Lowell E. Kraft, Commissioner  
Jim Collins, Commissioner  
Mindy Koch, Commissioner  
Ken Heaton, Commissioner  
Leon Hank, MDOT CAO  
Rob Abent, MAC Director  
Patrick Isom, Legal Counsel  
Barbara Burris, Analyst

### Staff

Pauline Misjak, Aviation Services Division  
Gerald Edwards, Aviation Services Division  
David Baker, Airports Division  
Rick Hammond, Airports Division  
Linn Smith, Airports Division

### Members Absent

Gloria J. Jeff, Commissioner  
Eric V. Smith, Commissioner  
John Ort, Commissioner

### Also Present

Jeff Thornton, Owosso Community  
John Lawson, Grosse Ile Municipal  
Victor Johnston, Sparta Airport  
Lee Scherwitz, SW MI Regional  
Zack Modglin, SW MI Regional  
John Bayless, Grand Ledge Abrams  
Jeff Nagel, MBS  
Dan Otto, Capitol City  
Larry Bowron, W.K. Kellogg  
Carol Saunders, Owosso  
Karl Randall, Oakland County International

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A list of all others present is attached to the official minutes.

## I. OPENING REMARKS

The July 27, 2005, Aeronautics Commission meeting was called to order by Chairman Sidney Adams at 10:05 a.m. He welcomed guests in the audience and thanked them for coming. He reminded the attendees to sign in at the back of the room. He noted the absence of Commissioners Eric Smith and John Ort.

The Chairman announced that a nominating committee had been appointed to nominate the candidates for Chair and Vice Chair at the September 14 meeting in Traverse City; that the nominating committee would be comprised of Commissioners Kraft, Smith and Collins, with Commissioner Collins serving as chair.

## II. COMMISSION BUSINESS

### A. Minutes of May 25, 2005

The Chairman entertained a motion for approval of the minutes of the meeting held May 25, 2005, subject to any requests for change.

Moved by Commissioner Collins, with support from Commissioner Kraft, to approve the minutes of May 25, 2005. MOTION CARRIED.

The Chairman deferred to Director Rob Abent. Director Abent advised that at a prior meeting of the Commission a request had been received for a briefing on the process used to determine eligibility and qualify projects for funding. He called on Rick Hammond, Acting Administrator, Airports Division, for a briefing on this process.

### B. Presentation

With the aid of slides, Mr. Hammond outlined the process used by staff to qualify projects seeking funding approval from the Commission. His report is summarized as follows:

When compared to highways, airports are unique because they are locally owned, either through a municipality (village, township, city, or county) or a local airport authority, whose manager can be either a full-time professional or a representative of a local governing body. This places staff of the bureau in a unique position of acting as liaison between the FAA and the local governing agency in trying to focus funding dollars where they are needed most.

When a funding request is submitted by a local sponsor, the project has already undergone considerable scrutiny. Staff may act as an advisor in determining what the local system may need. In the fall, the department holds MAP (Michigan Airport Planning) meetings with federally eligible airports, at which time the sponsor will present a list of prospective projects.

Sponsors, including those airports not eligible for federal funding, may also request funding for projects via written correspondence at any point throughout the year.

Following receipt of the request, staff will begin looking at eligibility. The FAA has myriad regulations and advisories spelled out in publications, and the amount of federal appropriations may influence the program. When projects are state/local, nonfederal projects, an evaluation is made based on the Michigan Airport System Plan (MASP 2000) to determine an eligibility score. Justification of the project follows using established thresholds, such as the number of operations, for consideration of a parallel taxiway, which exist in the form of FAA Orders and Advisory Circulars. For state/local projects only, the airport must have a general utility or public use status. Based on the MASP 2000, the state ranks airports as basic utility (the smallest airports, including grass strips)/limited use, general utility (which encompasses most general aviation airports), and air carrier airports. Airports must be rated as general utility, at a minimum, to receive state/local funding.

Once eligibility and justification have been determined, the airport must submit an airport layout plan (ALP). A project that is already included in an ALP has received some level of approval as far as the use of the property, and most projects will need some sort of environmental clearance, in accordance with established criteria. Staff will also look at whether additional land or easements are needed to accomplish the project, and will proceed to the design of the project. All of the items noted may be included in a request to the Commission for funding of a particular project or individually addressed. Staff will match the funding dollars available to the projects, including determining eligibility for a particular funding year, as well as the funding source from the various programs available.

Funding for projects is determined by looking at categories of funds available to each airport: entitlements (federally eligible airports); state apportionment (federally eligible airports); discretionary (federally eligible airports); or state funds (all eligible airports). Michigan competes with other states for discretionary dollars.

Mr. Hammond praised Mr. Baker for his skill at matching federal and state dollars, as well as maximizing the use of federal dollars, to gain the most bang for the buck.

Once the eligibility phase has been completed, activities related to the projects are scheduled; e.g., design and construction. Project management staff work closely with contractors to ensure the safety and continuity of operations and will represent both state and local units at public meetings for the development of the ALP, Master Plan, and all other phases of activity. Staff are ever mindful of the need to maximize benefit to the state system.

After all the work described above has been accomplished, the project is brought to the Commission for funding approval, or the transfer of the best estimate of funds needed to accomplish the project. Locals are obligated to select the best qualified construction

contractors and consultants. Therefore, transfers are based on estimates, and occasionally supplementals are required. On rare occasions, the project may come in lower than estimated and money can be recovered and applied to other projects. Approval from the Commission gets the projects started.

Mr. Hammond entertained questions from the Commissioners.

Commissioner Kraft inquired whether the \$150,000 entitlement for small general aviation airports was still in place. Mr. Hammond responded that it is.

The Chairman thanked Mr. Hammond. He called on Dave Baker, Funding Manager, to present the projects for Commission approval.

With the aid of slides, Mr. Baker presented the 29 projects and one loan pending Commission approval. Descriptions of the individual projects follow:

#### **FEDERAL/STATE/LOCAL AND STATE/LOCAL PROJECTS**

<b>Airport Name and Associated City/County</b>	<b>Project Description</b>	<b>Total</b>
W.K. Kellogg Airport Battle Creek	Land appraisal and relocation plan for parcel 150	\$22,000
W.K. Kellogg Airport Battle Creek	Construction of RSA improvements and fencing	\$300,000
Beaver Island Airport Beaver Island	Snow removal equipment and seeding	\$250,000
Antrim County Airport Bellaire	Supplemental transfer for SRE loader and ALP update	\$116,500
Southwest Michigan Regional Airport Benton Harbor	Land acquisition	\$2,105,263
Southwest Michigan Regional Airport Benton Harbor	HECRAS model and soil borings for wetland permit	\$45,000
Wexford County Airport Cadillac	Crack sealing	\$30,000
Tuscola Area Airport Caro	Design for construction of remaining portion of parallel taxiway	\$44,000

Airport Name and Associated City/County	Project Description	Total
Fremont Municipal Airport Fremont	Construction of apron rehab and installation of perimeter fencing	\$711,000
Hillsdale Municipal Airport Hillsdale	Preliminary engineering for runway 10/28 extension and RSA improvements and land acquisition consultant costs	\$410,000
Livingston County Airport Howell	Land acquisition consultant costs	\$56,000
Calvin Campbell Airport Indian River	Rehabilitate section of runway	\$70,000
Macomb County Macomb County	Feasibility study	\$60,000

With respect to the Macomb County Airport, Director Abent pointed out that the Commission had directed staff to review and report on the status of the Romeo State Airport. He explained that the airport had been purchased by the state in 1998 for preservation purposes; that it had been the state's intent to return the airport to local ownership. Macomb County has shown good faith interest in the airport and has requested that a feasibility study be completed on the airport. Director Abent went on to say that the action of the Commission would be to approve a 50 percent cost share agreement, up to \$50,000, with Macomb County regarding the conveyance of the airport facility. The Department of Transportation will participate with Macomb County in a review of the consultant's final report to the Macomb County Commission.

Commissioner Everman observed that there has been considerable speculation with respect to the disposition of the Romeo Airport. He inquired as to the intentions of Macomb County.

With the Chairman's consent, Director Abent responded that the county has conveyed an intention to continue operating the airport in accordance with federal and state grant assurances; that with the improvements illustrated in the Master Plan Update, the airport will become more accessible to corporate aircraft.

Mr. Baker continued with transfers.

Manistee County-Blacker Airport Manistee	Security and animal control fence	\$591,000
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Sawyer International Marquette	Rehabilitate airfield marking, purchase SRE sweeper, and rehabilitate GA terminal access door seal	\$335,536
Brooks Field Marshall	Construction of a helipad	\$185,000
Mason Jewett Field Mason	Design of parallel taxiway B relocation	\$63,000
Menominee-Marinette Twin County Menominee	Supplemental transfer for paint marking, crack sealing, replacement of a lighted sign, and runway intersection grade improvements	\$70,000
Monroe Custer Airport Monroe	ALP update	\$18,000
Regional Airport of Emmet County Pellston	ALP update	\$80,000
Oakland County International Airport Pontiac	Supplemental transfer for residential sound insulation program (2004 program)	\$592,105
Oakland County International Airport Pontiac	Residential sound insulation program (2005 program)	\$3,750,000
Oakland County International Airport Pontiac	RSA improvements for the 27L end	\$210,526
Romeo State Airport Romeo	Property acquisition	\$3,000,000
Saginaw County H.W. Browne Airport Saginaw	Supplemental transfer for terminal apron rehabilitation and expansion, taxi street rehabilitation, heliport removal, fuel farm relocation, and RSA improvements	\$171,000
MBS International Airport Saginaw	Supplemental transfer for security system enhancements and FIDS, rehabilitation of terminal sewer and airfield markings, de-icing vehicle	\$422,000
Paul C. Miller-Sparta Airport Sparta	Land acquisition	\$414,675
Statewide	ARFF spill fire system	\$115,000

White Cloud Airport Cloud	White	Supplemental transfer for land acquisition consultant costs	\$22,000
Totals			\$14,259,605
Tuscola Area Airport	Caro	Loan	\$100,000

Returning to the Romeo State Airport project, Commissioner Everman noted concern for state funding. He asked for additional clarification on the project.

Mr. Baker advised that on the basis of an ALP and a Master Plan Update, the airport meets federal guidelines with respect to runway safety areas, runway protection zones, and so forth. To accomplish this, it was necessary to shorten runway 18/36 to 4,000 feet. Initially, the runway was closer to 4800 feet. Shortening the runway has resulted in limiting some operations. The acquisition of land will allow securing of the runway protection zone and will bring it into federal compliance. Long-range plans include extending the runway back to 4300 feet. This will allow larger aircraft to take off and land. Extending the runway will require the relocation of roads. Negotiations are ongoing with property owners to acquire the land needed for this project. State funds are available in the Aeronautics Fund for the purchase of the required land.

In response to a follow-up question from Commissioner Everman, Mr. Baker indicated that the project would be eligible for federal reimbursement.

Commissioner Kraft clarified that no local funds are involved as the state of Michigan is the local sponsor.

Whereupon, the Chairman entertained a motion to approve the 29 projects described by Mr. Baker.

Moved by Commissioner Collins, with support from Commissioner Everman, to approve the 29 projects described above. MOTION CARRIED.

The Chairman entertained an additional motion for approval of the loan of \$100,000 to the city of Caro as relates to the Tuscola County Airport.

Moved by Commissioner Kraft, with support from Commissioner Hank, to approve the transfer of funds for the \$100,000 loan. MOTION CARRIED.

With the Chairman's consent, Mr. Baker proceeded with identification of three supplemental transfers processed post May 25, as contained in the Report Section of the Commissioners' notebooks:

Kalamazoo/Battle Creek International, Kalamazoo: An increase in local funding (only) resulting from a request from the county to utilize more local funds for this phase of the terminal and less federal. Federal funds will be used in the latter phases of the terminal project.

Menominee-Marinette Twin County, Menominee: A nine (9) percent increase in federal/state/local funding resulting from the discovery of soft clay on the construction site, requiring replacement with sand backfill, thereby increasing the total project cost to \$410,167.

Paul C. Miller-Sparta, Sparta: A twelve (12) percent increase in state and local funding to cover the installation of a credit card reader system, thereby increasing the total project cost to \$117,100.

No official action is required on the supplemental transfers.

The Chairman deferred to Director Abent for a report on bureau activities and other items of interest.

With the aid of slides, Director Abent briefed the Commission on activities and events following the May 25 meeting, paraphrased as follows:

C. MAC Director's Report

Director Abent thanked the board members of the Yankee Air Museum for attending the May 25 meeting and providing rides to members of the Commission in a historic B-17 bomber and a B-51 Mustang Fighter. He noted that during the meeting Commissioner Eric Smith made a personal donation of \$1,000 to the Yankee Air Museum foundation toward its goal of rebuilding the recently destroyed facility.

Director Abent noted his attendance at the Great Lakes Region State Directors' Conference in Chicago and shared photos of the new Great Lakes/Central Region Administrator, Chris Blum, and other state directors in attendance. He described the conference as a very productive meeting. Subsequent to the meeting in Chicago, Administrator Blum paid a visit to Michigan and spent the better part of a day with staff of the bureau, including himself. Mr. Blum was transported by state aircraft to Pellston, where he met with the airport manager and toured the new facility. Administrator Blum later indicated that he was very impressed with the context-sensitive design of the facility.



Director Abent updated the Commissioners on the consolidation of air transport operations and the sale of state aircraft as approved at the May meeting. Thus far, three of the five aircraft have been sold and have generated nearly \$500,000. Bids on the two remaining aircraft for sale will be opened on August 30. Four memoranda of understanding are pending with regard to the consolidation of air transport services and are currently undergoing review. Director Abent acknowledged the assistance of Commissioner Hank in the processing of these agreements.

Director Abent reported on a real test of the consolidation of air services. On June 28, at about 7:45 p.m., the Department of State Police (MSP) contacted the Air Transport Unit regarding a law enforcement emergency in Mass City in the Upper Peninsula. During a 60-hour period, the MDOT Air Transport fleet completed a total of 20 separate flight legs, totaling almost 27 hours and 5800 miles, in the transporting of 18 emergency support team members, heavy equipment, and canines to and from this law enforcement emergency in the U.P., or a total of 118 hours of pilot duty. During that same period, the Air Transport crew also completed six previously scheduled passenger transports without interruption, with assistance from the DNR and the MSP. He praised the staff involved in this emergency and thanked the DNR and MSP for their cooperative efforts.

In September, at approximately the same time as the Michigan Association of Airport Executives holds its fall conference in Thompsonville, the National Association of State Aviation Officials will meet in Des Moines, Iowa. Director Abent gave assurances that MDOT will be a presence at both of these events.

The Chairman opened the floor for public comment.

### III. PUBLIC COMMENT

Mr. Lee Scherwitz, Director of the Southwest Michigan Regional Airport, reported that Area 1 runway safety area improvements are progressing nicely at the airport and that efforts are now underway to purchase 224 plots east of the airport. Area 1 consisted of 50 homes. Of those 50 homes, 31 were occupied by tenants. He boasted that 15 of the 31 tenants have become homeowners.

Earlier this summer, the community participated with the Habitat for Humanity team, including former President Jimmy Carter, in the construction of a home and the relocation of senior citizens. He indicated that funding approved by the Commission in the past has been used wisely, and he asked for the Commission's continued support.


Commissioner Kraft advised of an effort to erect some 200 turbine windmills in Huron County, of which approximately 30 will go in this fall. He noted that this will involve the

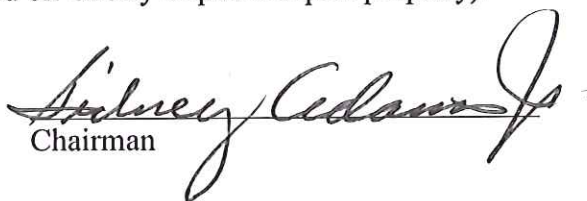
processing of permits by bureau staff. He lamented that legislation to allow the state to recover the costs involved with permitting is languishing.

There being no further public comment, nor action to come before the Commission, the Chairman declared the meeting adjourned.

At approximately 11:05 a.m., the July 27, 2005 Aeronautics Commission meeting adjourned.

The next meeting of the Aeronautics Commission is scheduled for September 14, 2005, at the M-TEC Center in Traverse City (located on Cherry Capital Airport property).

  
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Director

  
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Chairman

Dated: 9/14/05